# Fruitville Road
# Streetscape Enhancement Project
# City of Sarasota, Florida
# Scope of Services

**RFP 15-28DB**

**Sam Schwartz Engineering**

**August 17, 2015**

Sam
Schwartz
Engineering
D.P.C.

**Fruitville Road**
**Streetscape Enhancement Project**
**City of Sarasota, Florida**
**Scope of Services**

The City of Sarasota is seeking a qualified Transportation Planning and Engineering team to study and develop concept plans for an enhanced streetscape design along Fruitville Road in Sarasota, Florida between U.S. 41 and U.S. 301. Said transportation team shall be well qualified in "New Urbanism" and "Complete Street" design principles and have examples of successful projects completed on major arterial corridors. The project will be conducted in Phases with the Phase I Services to be negotiated as part of the initial contract. Future phases may be added based on the availability of funding and the success of Phase I services.

## Background

Fruitville Road serves as a gateway into the City of Sarasota and Downtown Business District and provides direct access from the barrier islands and downtown environs to Interstate 75. Designated as an emergency evacuation route, with an average daily vehicle trip generation of 15,000, and speeds that can often exceed 50 mph, Fruitville Road has become an impediment to pedestrian connectivity between the primary central business district and the Rosemary and Gillespie Park neighborhoods to the north. The current design of Fruitville Road appears as very suburban thoroughfare orientated versus a more preferred urban boulevard distinction.

Originally named Third Street, the roadway began as a typical east-west travel option in the City's well planned transportation grid system. The early design consisted of a sixty foot right-of-way, and operated with two lanes having ample curb-front parking and wide sidewalks. In the late 80's due to increased development and traffic pressures the configuration of the roadway system was expanded.

Today, Fruitville Road consists of a 76 foot right-of-way and includes two travel lanes in each direction, turning lanes at every intersection with traffic signals, landscaped median islands, bike lanes, narrow sidewalks, and no on-street parking. The corridor is serviced by above ground utility lines with large suburban extended arm light fixtures.

Motor vehicles dominate the existing conditions and intersections have become increasingly more difficult to traverse. Most development along the roadway lacks pedestrian scale design and a sense of quality architectural attributes. Adjacent development parcels, with few exceptions, have been slow to develop and unable to be successful in creating sustainable projects or a sense of "place". Negative impressions and perceptions of the area have contributed to a lack of investment in recent years.

## Goal and Objectives

The goal of the project is to adjust the current suburban thoroughfare character of Fruitville Road, between US 41 and U.S. 301, to more closely reflect that of an urban boulevard.

Objectives include:

- Slowing traffic speeds without negatively impacting current levels of service (LOS).
- Facilitating safe pedestrian activity and walkability between the downtown urban core and the Rosemary and Gillespie Park Neighborhoods.
- Enhance the aesthetic value of one of the primary gateways into the City.
- Promotion of economic development and vitality of the corridor

The following items of review for the project shall consist of, but not be limited to:

  - Minimization of travel lane widths
  - Possible creation of parallel parking
  - The use of pedestrian sleeves
  - Creation of wider sidewalks
  - The need for bicycle lanes
  - Possible reduction or elimination of identified turning lanes and center islands
  - Increased landscaping and lighting opportunities
  - Undergrounding of electrical lines
  - Analysis of speed limits
  - Identification of utility and drainage locations and deficiencies from existing plan resources and recommend replacement and/or relocation of water and wastewater infrastructure

With input from neighborhood district organizations, business groups, and the general public, the City will identify the opportunities that can help Fruitville Road achieve the goals and objectives of the project. This proposal will evaluate which options are technically feasible to improve Fruitville Road to better accommodate pedestrian activity, economic vitality and improve aesthetics along this classified arterial corridor.

## PHASE I

### Task 1 – Project Coordination

Task 1.a) Project Administration

The Consultant will provide a Project Manager and staff to administer the professional services described in this Scope of Services, including but not limited to: a monthly report of work completed, other status reports, budgeting, and invoicing.

Task 1.b) Monthly Progress Meeting with City Staff

The Consultant shall be available for monthly progress meetings with City staff.

Task 1.c) Obtain aerials and perform at least three site visits

This task shall be worked in conjunction with Task 4. The Consultant will obtain existing aerial photography toward building a Trimble Sketch-Up model from which project alternatives can be designed with graphical illustration and scaled accuracy. The Consultant will perform at least three site visits of the study area to visually review items such as right-of-way, exposed utility locations, traffic signal locations, and other pertinent data that may help develop preliminary drawings.

Task 1.d) Develop a plan view and typical section drawings for existing conditions

The City will provide re-surfacing plan(s), a plan view and typical sections for Fruitville Road.

The Consultant will develop a plan view drawing overlaid on aerial or satellite image(s) that shows existing conditions within the Project limits. Also, the Consultant will develop typical cross-section drawings for existing conditions.

Task 1.e.i) Workshop with the public

The Consultant is expected to prepare for and participate in one workshop with members of the public. A poster board session with exhibits will be the format of the public workshop. The exhibits will show existing LOS, traffic counts, conditions and problems, as well as photographs of example streets with similar right-of-way from other communities and examples of pedestrian sleeves in situations similar to Fruitville Road. These will be photographs of existing streets elsewhere, not alternatives developed by Sam Schwartz Engineering.

The public workshop is to be participatory with the purpose of generating discussion in order to gain a sense of what the public wants: what function Fruitville Road performs or what role it plays and what is important. The workshop may include activities such as dot voting or raising hands to express preferences. The priorities expressed by the community will be used to develop options to be vetted at the next meetings.

Task 1.e.ii) Three miscellaneous Coordination Meetings with organizations and other public review agencies.

These agencies may consist of, but not limited to, the Florida Department of Transportation, Sarasota County, the Metropolitan Planning Organization (MPO), Rosemary and Gillespie Park Neighborhood Associations, CCNA, Sarasota County Area Transit (SCAT), the City of Sarasota Urban Design Studio, and City of Sarasota Departments of Public Works and Utilities. Three meetings are budgeted for this task item.

Task 1.f) Attend Other Related Meetings

The Consultant will also be available to attend and participate in other related meetings up to the total number specified in the project budget. Three meetings are budgeted for this task item. This optional task is to be performed only upon e-mail authorization from the City Project Manager.

**Task 2 – Technical Review of Materials, Data Collection and Inventory**

Traffic counts and 85th percentile speeds have been provided by the City. No further data collection is necessary for the project.

Task 2.a) Obtain and review concept design plans and evaluate potential impacts.

The Consultant will obtain and review the most recent concept design plans for the proposed Tamiami Trail-Fruitville Road, and the Tamiami Trail-Gulfstream Avenue Roundabouts. Potential impacts from projected roundabout design will be evaluated. Also, the City will provide as-builts and right-of-way dimensional information for the Consultant's review and use, as well as a topo survey if available.

Task 2.b) Review Previous Corridor Studies, Designs and Completed Projects; and provide input.

The Consultant will review the draft materials of all previously completed corridor studies, designs and completed projects. After reviewing, the Consultant will provide input for which items of significance relate to the Fruitville Road study area. Topics related specifically to Fruitville Road will be evaluated for feasibility.

Task 2.c) Review the Downtown Master Plan 2020; and provide input.

The Consultant will then also review the final report developed for the Downtown Master Plan 2020 and provide input to those recommendations, as needed.

Task 2.d) Review all Utilities Department record drawings and other documents.

The Consultant shall review all Utilities Department record drawings and other documents to identify the size, location, and material of all existing water and wastewater infrastructure within the Project limits.

**Task 3 - Traffic Operations Analysis**

Tasks 3a, 3b and 3c will commence upon selection of alternative(s) to be studied based on consultation with the City.

Task 3.a) Perform a detailed analysis of current traffic operations

The Consultant shall perform a detailed analysis of current traffic operations within the study area. The Consultant will obtain and review existing traffic signal timing plans for the study area. The consultant will then use this available information and information collected from previous tasks to build a Synchro/SimTraffic (or VISSIM) model network.

Aerial photography will be inserted into the model network for improved visual reference. The existing traffic volumes including truck and freight needs, signal timings, and committed capacity improvements will be inserted into the model for evaluation and simulation. Other available data pertinent to the study area can be inserted into the model, as available.

The Consultant will then perform a peak hour analysis of traffic conditions using the Synchro/SimTraffic model. Methodologies consistent with the most recent edition of Highway Capacity Manual shall be used. Three peak hour analyses (AM, Noon, and PM) are assumed in this task. The existing Level of Service and delay criteria to be considered should be the peak hour with the most delay.

Task 3.b) Identify potential design alternatives within the public right-of-way

The Consultant will then identify potential design alternatives within the public right-of-way. These potential improvements may consist of, but not limited to, previously identified areas of analysis. A change in the existing speed limits may be considered as well.

Task 3.c) Perform a comparative analysis of measures of effectiveness

The Consultant will then perform a comparative analysis of measures of effectiveness between the existing conditions and volumes and the proposed alternatives. However, since Fruitville Road is classified as an arterial and evacuation route, it is assumed that the potential alternatives would preserve the delay and level of service.

Recommended alternatives will consider a 20-year horizon of future traffic volumes in the analysis. Data associated with the future traffic volumes is to be supplied to the Consultant from the Sarasota Manatee Metropolitan Planning Organization. Future year travel demand modeling by the Consultant is not assumed in this project.

**Task 4 - Preliminary Concepts**

Task 4.a) Develop one draft alternative typical cross-section for each segment. The specific extents to be included in each segment are to be determined in the course of the project in consultation with City staff.

Based upon information from Task Four and other sources, one draft alternative typical cross-section that may enhance and provide a more "complete street" will be developed for each segment. Three cross-sections are budgeted. This task may be initiated only upon e-mail authorization from the City's Project Manager specifying the number of cross-sections to be developed.

Task 4.b) Develop a draft plan view drawing of potential alternatives

The Consultant will also develop a draft plan view of the preferred alternative within the public right-of-way throughout the study area. The drawings shall consider using potential lane modifications, landscaping within the median, and other improvements where feasible. The drawings will show the entire corridor with whichever cross-section(s) are chosen, similar to the drawing developed for the City's $10^{th}$ & $14^{th}$ project (PDF file named

*Roll_plot_1B_plus minAltC.PDF* provided by the City). The draft preliminary concept drawings will then be submitted to the City for review.

Task 4.c) Conduct two or three public meetings

Two public meetings shall be conducted for input. An optional third public meeting shall be conducted for input, only upon e-mail approval from the City's Project Manager.

Task 4.d) Modify the draft typical cross-section and plan view drawings

The Consultant will then modify the draft typical cross-section and plan view drawings per comments received by the City. Two round of review comments is assumed in this task. The Consultant will then submit the modified drawings back to the City after the modifications have been completed.

Task 4.e) Prepare general long-range cost estimates

Based upon the final cross-sectional design recommendations, the Consultant will prepare general long-range cost estimates. These cost estimates are to be provided independently for the entire corridor. A cost per linear foot of project for each segment and total cost are to be provided. The extents of these estimates are to include initial surface construction costs and general drainage and utility impact costs only. More detailed cost estimates for engineering and construction of surface and utility impacts, including the potential replacement and relocation of existing water and wastewater infrastructure, will be identified under a future phase for final design and will also include subsurface utility verification.

Task 4.f) Create optional concepts drawings, upon e-mail authorization by City's Project Manager.

**Task 5 - Documentation of Summary Report**

Task 5.a) Prepare draft and final summary reports and PowerPoint file

The Consultant will prepare one (1) PowerPoint file early in the project which will be developed further as a single PowerPoint file as the project progresses.

The Consultant shall document the results in a summary report to the City based upon the results from Task One through Task Four. This summary report shall be presented with relevant charts and graphics that describe the methodology used toward reaching the project recommendations. One PowerPoint file will also be developed by the Consultant for presentations.

The Consultant will develop the draft summary report for submittal to the City of Sarasota. Based upon comments received, the Consultant will modify the draft report, as appropriate. The draft report will be finalized and then submitted to the City. Five hard copies and one electronic version of the report will be submitted.

Task 5.b) Show PowerPoint presentations at required meetings

The PowerPoint presentation prepared in Task 5.a shall be shown at required meetings, with a copy provided to the City. One meeting is required under this task. An optional second meeting, with the City Commission, is to be performed only upon e-mail authorization by the City's Project Manager.

**Phase I Proposed Schedule**

| | |
|---|---|
| Early to mid-November, 2015 | Public Workshop (Task i.e.i) |
| Mid-December/early January 2016 | One (1) public meeting (Task 4.c) |
| Late January/early February 2016 | One (1) public meeting (Task 4.c) |
| Late February, 2016 | Possible third public meeting (Task 4.c) |
| March 2016 | Final meeting with City Commission |